

Fig. 1

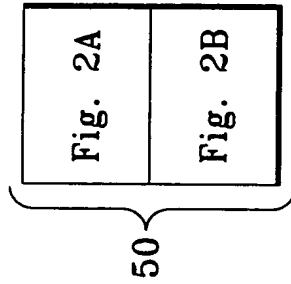


Fig. 2A
Fig. 2

EXEMPLARY DATAFIELDS ASSOCIATED WITH ANOMALY
DEFINITIONS BASED ON CONTINUOUS PARAMETER DATA

GENERAL INFORMATION:	52		
ANOMALY DEFINITION ID:	<input type="text"/>		
OBJECTIVE:	<input type="text"/>		
EXPLANATION:	<input type="text"/>		
MESSAGE TO BE GENERATED:	<input type="text"/>		
OWNER:	<input type="text"/>		
LOCOMOTIVE MODEL(S):	D8 <input type="checkbox"/>	D9 <input checked="" type="checkbox"/>	AC4400 <input checked="" type="checkbox"/> ACCONV <input checked="" type="checkbox"/> AC6000 <input type="checkbox"/>
LOCOMOTIVE CONFIGURATION:	<input type="text"/>		
STATUS (DATE):	DEVELOPEMENT	IN REVIEW	APPROVED
	<input type="text"/> mm/dd/yy	<input type="text"/> mm/dd/yy	<input type="text"/> mm/dd/yy

LOCOMOTIVE OPERATING CONDITIONS:

54

LOCOMOTIVE SPEED:	<input type="text"/> < MPH < <input type="text"/>	STATISTICS <input type="text"/>	TRENDS <input type="text"/>
ENGINE RPM:	<input type="text"/> < MPH < <input type="text"/>	<input type="text"/>	<input type="text"/>
GROSS HP:	<input type="text"/> < MPH < <input type="text"/>	<input type="text"/>	<input type="text"/>
NOTCH CALL:	<input type="text"/>		
MAX. NOTCH ALLOWED:	<input type="text"/>		
OPERATING MODE:	DYNAMIC BRAKE <input type="checkbox"/>	MOTORING <input type="checkbox"/>	SELF-LOAD <input type="checkbox"/>

MONITORED PARAMETERS & SENSORS:

56

NAME	NUMBER	LOWER LIMIT	UPPER LIMIT	STATISTICS	TRENDS
<input type="text"/>	<input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/> < <input type="text"/>	<input type="text"/>	<input type="text"/>

Fig. 2B

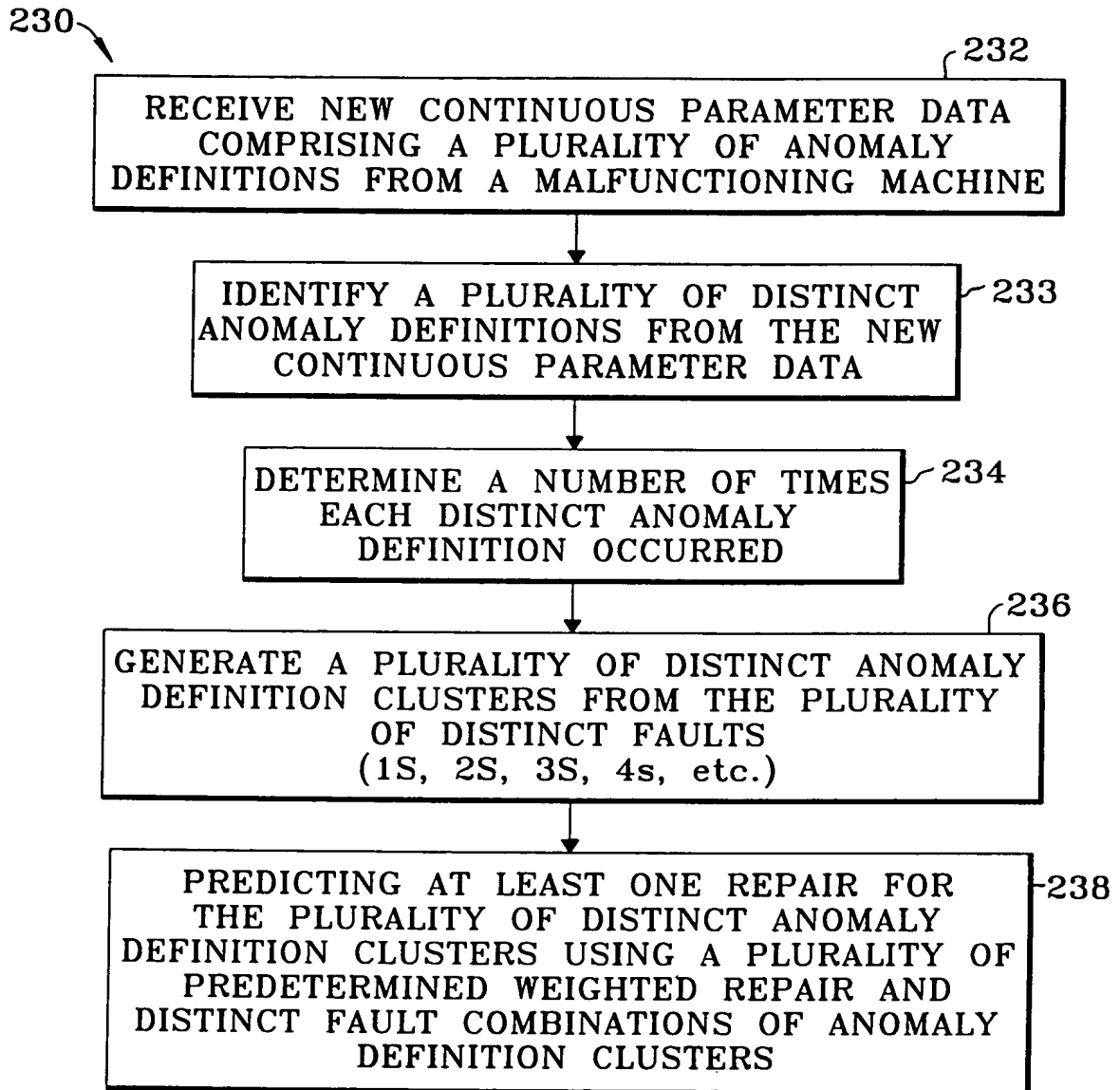


Fig. 3

Fig. 4

7311	24
728F	2
76D5	1
720F	1

Fig. 5A

7311
728F
76D5
720F

Fig. 5B

76D5	7311
76D5	728F
76D5	720F
7311	728F
7311	720F
728F	720F

Fig. 5C

76D5	7311	728F
76D5	7311	720F
76D5	728F	720F
7311	728F	720F

Fig. 5D

76D5	7311	728F	720F
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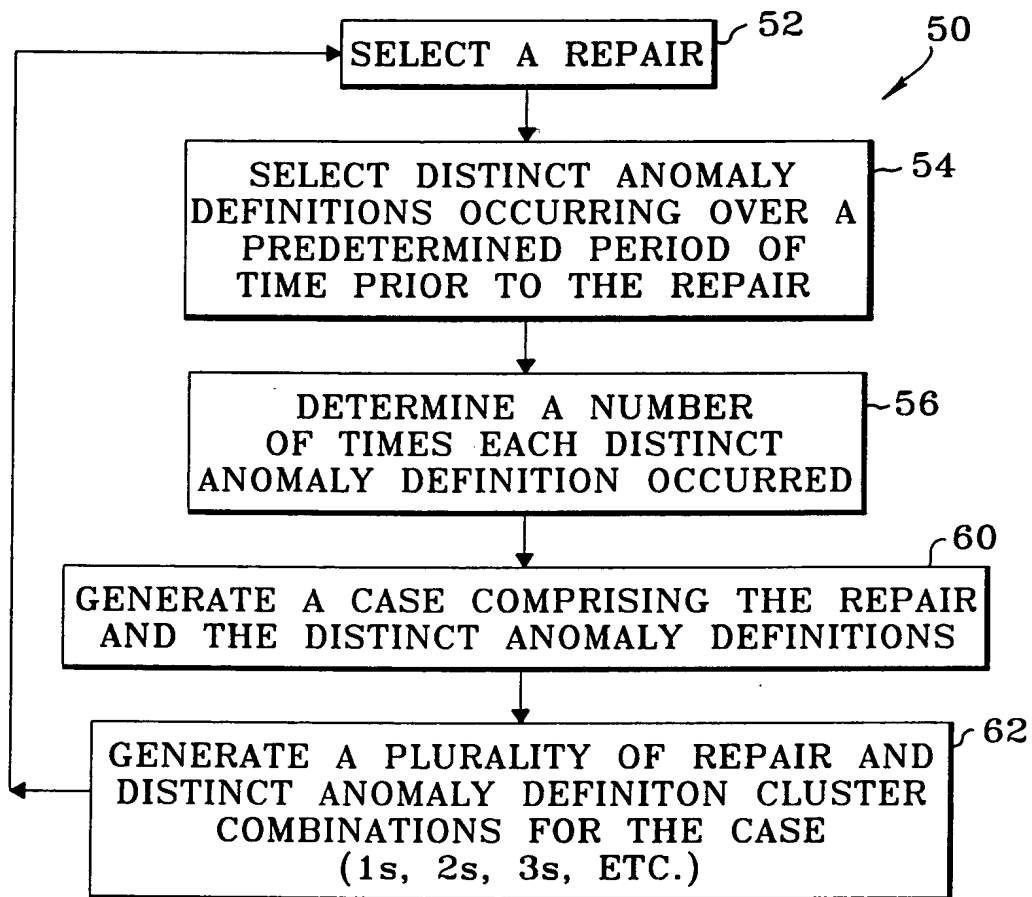


Fig. 6

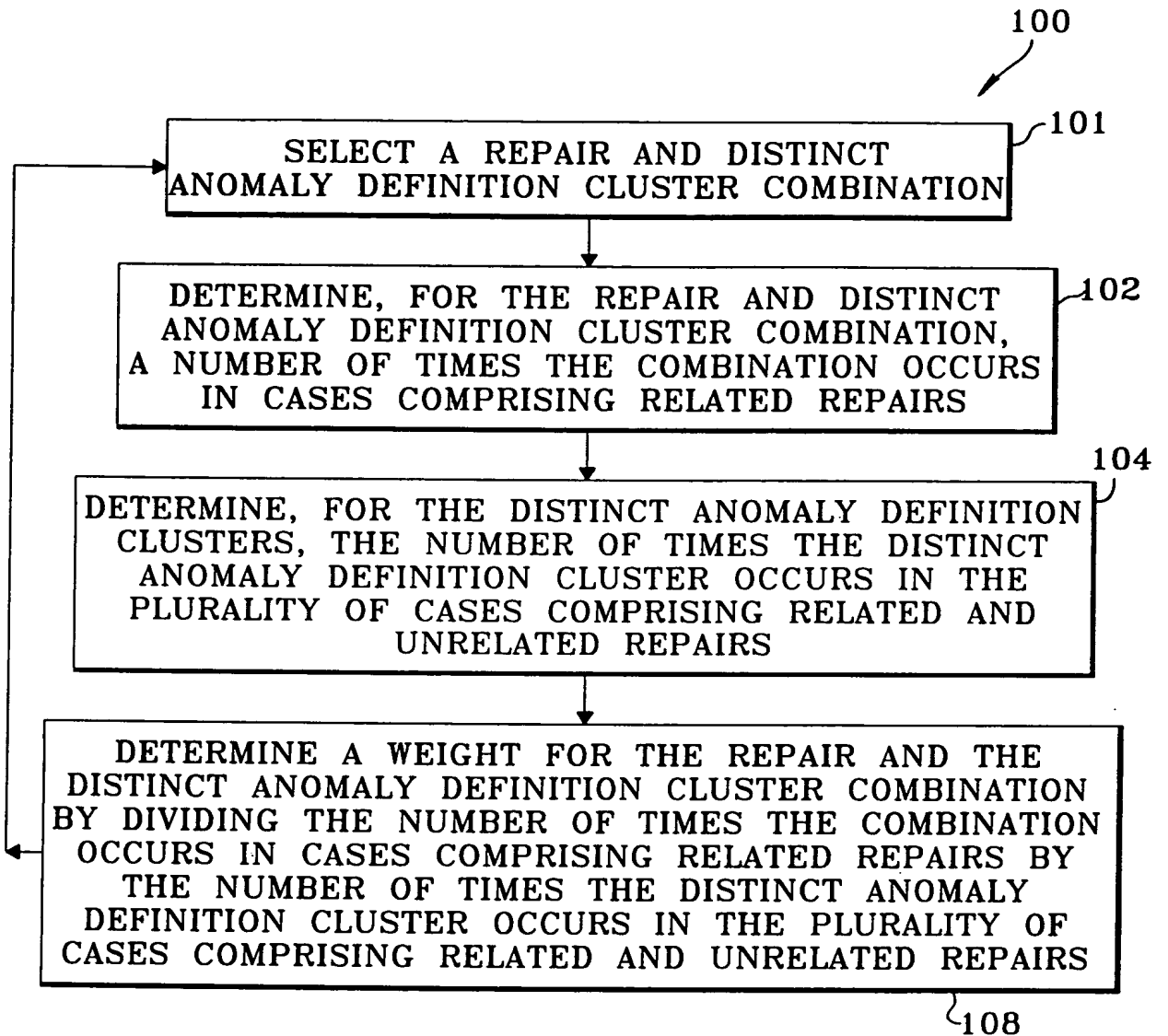


Fig. 7

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250 ↘

252 ↘	253	254	253	255
ENTERED	1777	WITH	0.850	BASED ON 1777 7311 728F 720F
ENTERED	1766	WITH	0.850	BASED ON 1766 7311 728F 720F
ENTERED	1715	WITH	0.364	BASED ON 1715 76D5 7311
ENTERED	1677	WITH	0.300	BASED ON 1677 7311 720F
STORING	1777	WITH	0.300	BASED ON 1777 7311 720F
STORING	1766	WITH	0.300	BASED ON 1766 7311 720F
STORING	1777	WITH	0.300	BASED ON 1777 7311 728F
STORING	1677	WITH	0.300	BASED ON 1677 7311 728F
STORING	1766	WITH	0.300	BASED ON 1766 7311 728F
ENTERED	1745	WITH	0.280	BASED ON 1745 76D5 728F 720F
ENTERED	2323	WITH	0.273	BASED ON 2323 76D5 7311
STORING	1677	WITH	0.273	BASED ON 1677 76D5 7311
STORING	1715	WITH	0.211	BASED ON 1715 7311
STORING	1745	WITH	0.200	BASED ON 1745 76D5 728F
STORING	1745	WITH	0.184	BASED ON 1745 76D5 720F
STORING	2323	WITH	0.160	BASED ON 2323 76D5
STORING	1677	WITH	0.158	BASED ON 1677 7311
STORING	1777	WITH	0.158	BASED ON 1777 7311
STORING	1766	WITH	0.158	BASED ON 1766 7311
STORING	2323	WITH	0.158	BASED ON 2323 7311
STORING	1745	WITH	0.148	BASED ON 1745 728F 720F
ENTERED	1869	WITH	0.143	BASED ON 1869 7311 728F 720F
STORING	1745	WITH	0.130	BASED ON 1745 728F
ENTERED	2142	WITH	0.130	BASED ON 2142 728F 720F
STORING	1869	WITH	0.120	BASED ON 1869 76D5 728F 720F
ENTERED	1814	WITH	0.105	BASED ON 1814 7311
STORING	2142	WITH	0.103	BASED ON 2142 720F
STORING	2142	WITH	0.101	BASED ON 2142 728F

260 ↘

NUMBER OF DISTINCT ANOMALY DEFINITION
IN CURRENT CASE IS: 4

1766-	EFI	MATCHES	0.850
1777-	PRESSURE PUMP	MATCHES	0.850
1677-	TRACTION PROBLEM	MATCHES	1.031 CASES:32
1745-	LOCOMOTIVE SOFTWARE PROBLEMS	MATCHES	0.943 CASES:39
2323-	ENGINE OVER HEATED	MATCHES	0.591 CASES:71

Fig. 8

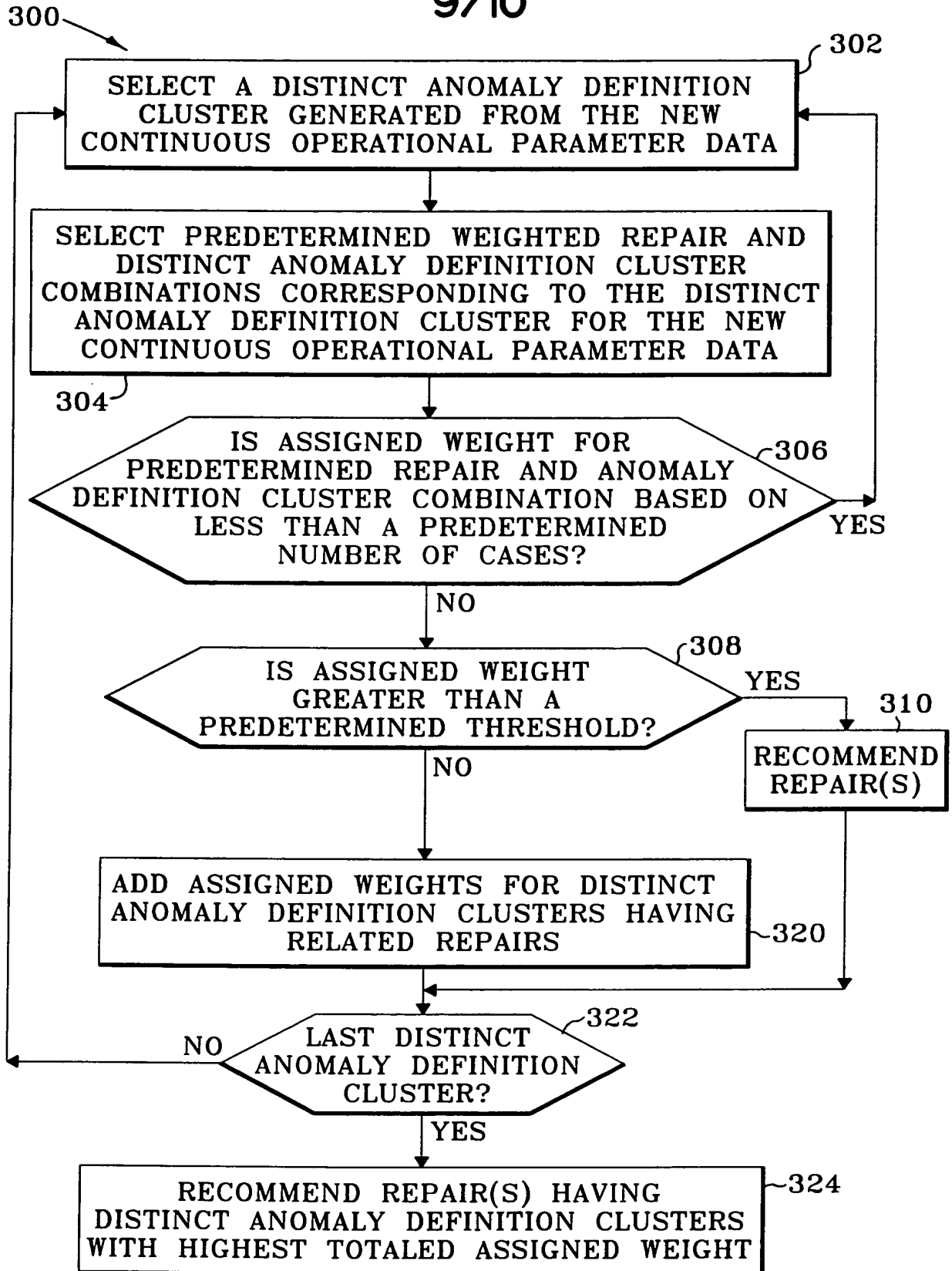


Fig. 9

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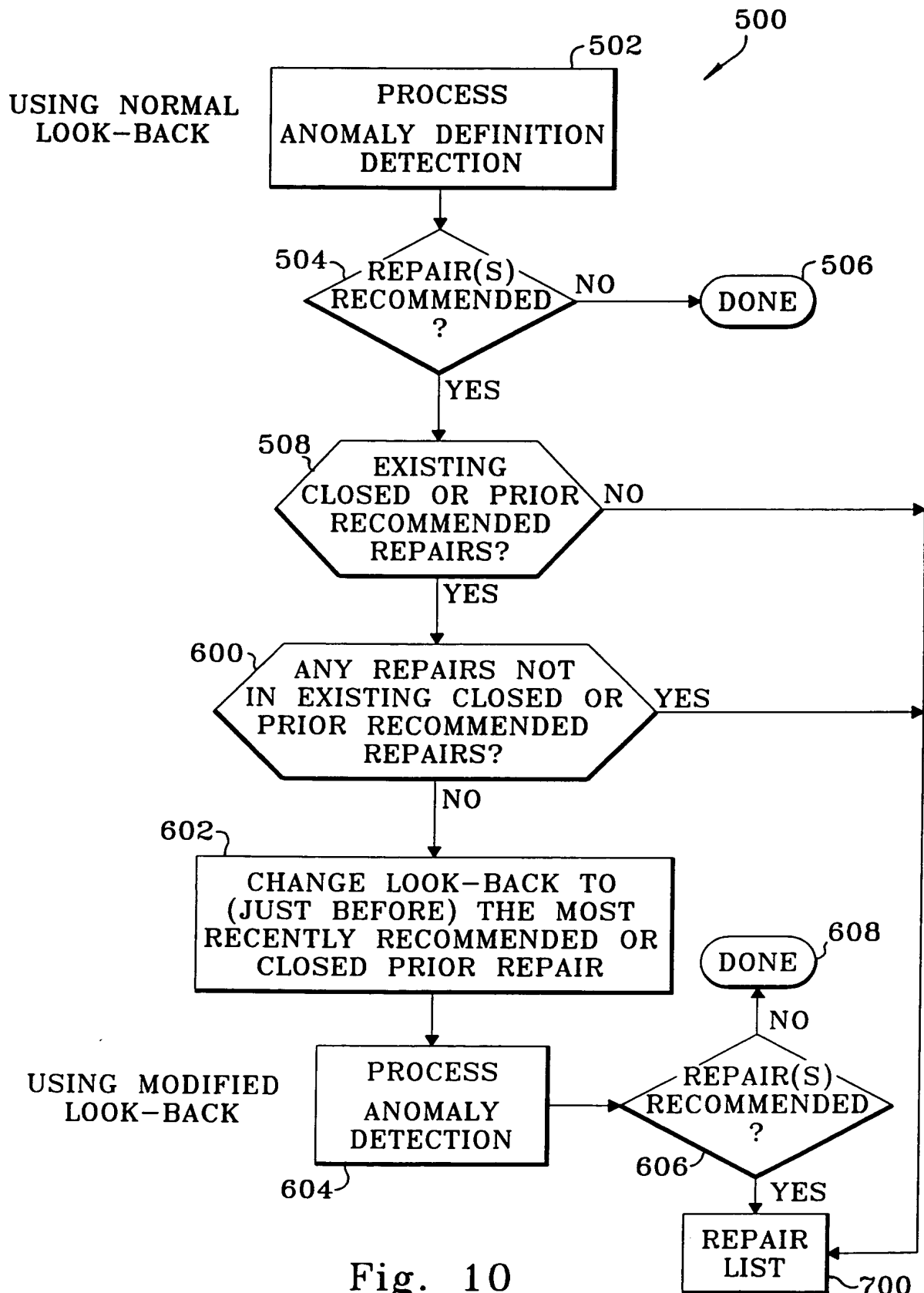


Fig. 10